

# Hongkong Daily Press.

ESTABLISHED 1857

No 13377 號第拾柒百叁千叁萬壹第 日伍初月式十年六十二緒光 HONGKONG, THURSDAY, JANUARY 24TH, 1901. 肆拜禮 號肆十月正年壹零 九千壹百港香 PRICE \$2½ PER MONTH

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Hongkong, 28th July, 1897.

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Telegraphic address "HINGKEE" [1919]

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## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL.  
HONGKONG OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th January, 1901

It is but eight months ago that Hongkong was celebrating, amid the rejoicing of the British residents and the cordial co-operation of the people of so many nations who have made this island their home, the eighty-first anniversary of the birth of Her Gracious Majesty Queen Victoria. To-day the whole Colony is plunged in grief on the receipt of the news that she is lying dead at Osborne. The sad event has come upon us with great suddenness. The first tidings of Her Majesty's ill-health were conveyed by a special telegram from our London correspondent, dated the 18th inst., which spoke of disquieting rumours about the Queen. Reuter's first message of the same date mentioned numerous reports concerning her illness and the summoning to Osborne of two physicians. Later, on the same day, followed the official statement that the great strain of the past year—of how great that strain has been the whole Empire has been witness as well as those whose lot it has been to come in daily contact with Her Majesty—had told upon the Queen's nervous system, and that perfect quiet in the house and abstention from all public business had been enjoined. Then on Sunday, just at midnight the telegrams reached us, which we published in Monday morning's issue, stating that the Royal Family had been summoned to the bedside and that H.I.M. the German Emperor was on his way to Osborne. At last we were able to realise the terrible gravity of the situation. Reuter's telegrams which arrived on Monday brought additional details and stated that the Queen was in *extremis* at 8 p.m. on Sunday and that her death was only a question of hours. But her wonderful constitution held out, and Monday night's bulletin, as telegraphed by our special correspondent, reported a slight improvement, maintained throughout the day. A still later bulletin also offered some ground for hope, but the anxiety over the brain-symptoms was not disguised. Then came a period of suspense. Throughout Tuesday night no news reached Hongkong, and it was not until after 8 a.m. yesterday that the first official intimation reached the Colony. Acting on this the government offices, foreign consulates, business houses and vessels in the Harbour half-masted

their flags; but official confirmation was wanting. At 11.15 a.m. our special telegram reached us from London, bearing the date of despatch 8.50 p.m. on Tuesday night and stating simply: "The Queen is dead." At last we know the worst. In the eighty-second year of her age and the sixty-fourth of her reign, the Queen who has ruled over her great Empire so faithfully and well has passed away. This is not the place in which to give a full account of her reign; that our readers have had in our special edition of yesterday. The mere facts of the late Queen's life are well known to all. Her Majesty—to give her her full title, VICTORIA ALEXANDRINA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, Empress of India—was born on the 24th May, 1819; succeeded to the Throne on the 20th July, 1837; was crowned on the 28th June, 1838; married on the 10th February, 1840, to Prince ALBERT of Coburg and Gotha, who died on the 14th December, 1861; celebrated her Jubilee in 1887, and her Diamond Jubilee in 1897; and died on the 22nd January, 1901. The mere length of her reign, the longest in English history, is in itself an eloquent testimony to a wonderful life. Though, since the death of the Prince Consort the late Queen has always lived in retirement, varied but little by appearances in public and at Court ceremonies, the public has been fully aware all the time of the deep interest which she took in the welfare of her people, and they have loved her accordingly with an affection which has been accorded to no other British sovereign. In all parts of the Empire the feeling has been the same. Last year saw a remarkable strengthening of the bonds which held the colonies to the mother country, and with this increase of warmth the sentiment of loyalty toward the head of the Empire has if possible grown greater. The sorrow which has befallen Britain is echoed throughout her possessions and dependencies; and nowhere, we are certain, is it more keen than in this Colony of Hongkong, whose very foundation and continuance is a part of the history of the late Queen's reign. In the presence of "the dumb hour" clothed in black but one feeling animates every heart.

Yesterday we issued a Special Edition at 11.40 a.m., containing the telegram from our London correspondent announcing the death of Her Majesty and a biography of the Queen by Lady Jenne. At 2 p.m. an Extra Special Edition was issued, containing in addition the telegram with the announcement of the Prince of Wales as posted up at Mansion House on Tuesday evening.

The English mail of the 22nd December was delivered in London on the 19th inst.

During the 24 hours preceding noon yesterday two fresh cases of plague occurred, both among the Chinese community and both fatal.

We may remind our readers that Hongkong residents can show their sympathy at the present juncture by calling at Government House and leaving black-edged visiting cards.

As will be seen from the notice appearing elsewhere, on account of the death of H.M. the Queen, His Excellency the Governor has cancelled all engagements for the present.

There is a fairly general impression among the non-legal public that on the death of the Queen all prisoners detained "during Her Majesty's pleasure" are thereby released. As a matter of fact this is not so.

The Hon. Sec. of the Hongkong Cricket Club requests us to announce that the cricket match arranged between the Club and the Navy for Friday and Saturday next has been postponed and that no match will be played on either of those days.

Harmston's Circus, the matinee and evening performance of which were cancelled on Wednesday as a token of respect to the memory of Her Majesty Queen Victoria, will re-open to-night as usual, when, as already intimated, an entirely new programme will be submitted.

The Hon. C. P. Chater, C.M.G., District Grand Master of Hongkong and South China, has announced to Mr. E. W. Mitchell, Hon. Sec., Masonic Ball Committee, that, owing to the death of Her Most Gracious Majesty the Queen, no Masonic Ball can be held on the 24th February as arranged.

A batch of twenty Sikhs have been imported from Hongkong for the police force, says the *Bangkok Times*. "Many of the men seen on duty recently seem to be a very seedy lot, and considering the trouble they put their superiors to with their complaints of sickness, constantly leaving the force, etc., we are inclined to think it will be a good day for local residents when they find some other employment."

We were informed yesterday from the Council Chamber that the Acting Clerk of Councils has been commanded by His Excellency the Governor to state that the meeting of the Legislative Council summoned for to-day, Thursday, the 24th instant, at 3 p.m., will not take place. A special meeting of the Council, however, is summoned for 3.30 p.m. to-day to pass a resolution of condolence on the death of the Queen.

The European employees of the Royal State Railway, Siam, who were selected for special honour on the occasion of the opening of the railway to Korat, received from the King the 4th Class of the Order of the White Elephant. They were Mr. Fokkens, Mr. Belhomme, Mr. Greco, Mr. Schnerer and Mr. Galland.

We were informed yesterday morning by Mr. A. R. Marty that he was just in receipt of a telegram from the firm's Haiphong agent as follows:—"S.S. *Hus* ran ashore during a fog yesterday, 21st, 4 a.m., N.W. by W. of Cape Canie, S.S. *Hating* ordered to proceed immediately to render assistance, have no further news."

The Anglo-American Chess Trophy is at present held by the United States, but Britain has duly challenged for it, and the secretary of the Brooklyn Chess Club has written to the secretary of the British Chess Club accepting his challenge to a cable match for the Newnes trophy, and suggesting that the match should take place in April next.

Mr. Henry Dallas and his large troupe are aboard the steamer *Sachsen*, which arrived yesterday, and are proceeding to Shanghai to fulfil a month's engagement there, after which we may expect them in Hongkong, when Mr. Dallas will stage some of the latest London successes. The company comes direct from Singapore, where they met with great triumphs.

A curious instance of the unaccountable way in which myths come into being is furnished by the story that Prince Abhakorn received £10,000 from the British Admiralty for a new form of torpedo tube that he had invented. The story appeared seven or eight months ago, and it was to be read in almost every newspaper. The Prince himself characterises it as a silly yarn, according to the *Bangkok Times*.

The *Ping Suey* was being fitted out at Cardiff, says a contemporary, for conveying Russian troops to China. The crew consisted of Chinese, and when they learned that the soldiers they were to transport to China were for the purpose of fighting their own countrymen, they decided that they could not work the ship, and struck work. A little extra pay, however, put the matter right with their active consciences, and the trouble was soon over.

The Mitsui Bussan Kaisha, agents for the Osaka Shosen Kaisha, inform us that they have received from Amoy further particulars respecting the accident to the s.s. *Tamami Maru*. It appears that the steamer on her way from Tamsui to Amoy, at about 9 a.m. on the 21st inst., stranded in a dense fog on a reef off Quemoy Island and made a hole under her bunkers. She was run ashore to save her sinking, and it is now hoped that she may be saved from becoming a total wreck.

Some of the varied buildings from the Paris Exhibition are to be re-erected in England. Two watering places are in treaty on the subject. At one it is proposed to put up the Indian and Ceylon Courts just as they were; this should be a sufficient answer to those ignorant cavillers who have presumed to criticise them. A Salford firm has acquired the American Machinery Pavilion, while Sir George Lewis has bought the Danish Pavilion and will live in it at Overstrand, in Norfolk.

The Times correspondent telegraphs from Calcutta on the 19th ult.:—"The formal recognition of the appointment of M. William de Klemm as Russian consul at Bombay appears in the *Gazette*. This is the first time Russia has had a consular representative in India. It would be interesting to know whether the restrictions on the appointment of British consular agents in Russian Central Asia have now been withdrawn; otherwise the arrangement is one-sided, especially considering Russian action in strangling the Indian trade with Bokhara and the other khannates by prohibitive customs duties."

An important step in the direction of the protection of the wild animals of the Sudan, says a home paper, has already been taken by the Anglo-Soudanese Government, which has decided to establish a new department to be known as the "Soudan Wild Animal Department." The director will be Capt. S. S. Flower, the Superintendent of the Ghazal Zoological Gardens, and he will have under him one or two English inspectors, with headquarters at Khartoum. Captain Flower was with the Northumberland Fusiliers some five or six years ago in Singapore. His brother, Mr. V. A. Flower, is now a resident there.

It has leaked out in a very informal sort of way, writes a correspondent, that the leading cricketing counties intend to unite in 1901 for the purpose of eliminating from all eleven bowlers with an unfair or even a dubious action. Strong measures have been resolved upon, and I am very glad, because I am of opinion that the condemnation of a bowler ought not to be left to the caprice of an umpire who might be a bowler by taking an unjust view. The subject of fair bowling is vital to the welfare of English cricket, and I attribute it entirely to our bad example that there were men with very doubtful deliveries in the Australian teams of 1896 and 1899. Prior to that the Colonists sent as men above suspicion with the ball—but our own laxity fostered a fault "down under." Now, however, we may look forward to bowlers with a throwing or jerky action being relegated to a limbo from which they will never return. I know that some of the captains of the counties feel very strongly on this point, and one—who shall be nameless—assured me that we should never have pure bowlers until gentlemen stood as umpires. Moreover, he was prepared to take his share of duty in this new role.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## DEATH OF H.M. QUEEN VICTORIA.

[FROM OUR CORRESPONDENT.]

LONDON, 22nd January, 8.50 p.m.

The Queen is dead.

LONDON, 22nd January, 9.15 p.m.

## CONFIRMATION BY THE PRINCE OF WALES.

The following telegram has been posted in the Mansion House:—"My beloved mother passed away at 6.45, surrounded by her children and grandchildren. (Signed) ALBERT EDWARD."

## REUTER'S SERVICE.

LONDON, 21st January.

## THE QUEEN'S ILLNESS.

A bulletin issued at 11 o'clock says that Her Majesty had rallied slightly and taken more food, and had had some refreshing sleep. The symptoms occasioning most anxiety point to a local obstruction in the brain circulation. It is unofficially stated that a stroke of paralysis has effected the side of the face and speech. Lord Salisbury has been summoned.

The bulletin issued at 5 o'clock says that the slight improvement of the morning had been maintained.

The sudden prostration of Her Majesty has caused an intense shock throughout the globe.

## SUPREME COURT.

ADJOURNMENT YESTERDAY.

The Chief Justice (Sir John Carrington, C.M.G.) took his seat at the Supreme Court at 10.30 yesterday morning, when the hearing of the case *Li Sheng v. the Wing Fung Tai Firm* should have been resumed.

The Chief Justice, addressing the Counsel engaged in the case (Messrs. Shade and Robinson), said:—"I grieve to say that since we last met here a telegram has been received announcing the sad news of the death of Her Majesty the Queen Empress. I feel that it would be only proper, as a mark of respect to her memory, that the Court should not proceed with its ordinary business to-day. Therefore I propose to adjourn the hearing of this suit, if it is convenient to you, until Friday next. I may mention that it is proposed to have a sitting of the full Court to-morrow, when the whole of the members of the legal profession will be invited to attend to show their respect to the memory of Her Majesty the Queen."

The Court was then formally adjourned.

## "IN TOWN" AT THE THEATRE.

On Tuesday night the first performance of *In Town* by Pollard's Lilliputian Opera Co. duly came off at the Theatre Royal and met with a warm reception from an appreciative audience. This was thoroughly well deserved, for the company worked their very hardest and once more showed their excellent abilities and careful training. In the part, created by Arthur Roberts, of Captain Coddington, Master Willie Pollard made a great hit, and there really appear to be no limits to his versatility. As his companion in mischief, Lord Clanside, Miss Ivy Trot more than sustained the good impression which she has made during the visit of the Lilliputians here. Other first-class performances were those of Miss Minnie Topping as Kitty Hetherington, Miss Agnes Turner as the Duchess and Master Harold Hill as the Duke of Duffshire, Miss Alice Bonnetto as Lady Gwendoline, Miss Agnes Turner as Flo Fanshawe, and Miss Irene Goulding as the Chaplain. Miss Daphne Trot in particular deserves mention for in the part of Shrimp the call-boy she was—no matter say—as great as she is small. We have never seen a child of her age who could play with half her intelligence. Her dancing alone is a remarkable exhibition. A tribute must be paid to the other dancers, and in particular to those who took part in the extremely pretty Flower Ballet in the second act.

Last night there was no performance at the Theatre, in token of respect for the death of Her Majesty. To-night the house re-opens with a second performance of *In Town*.

The *Berliner Post* summarising Germany's naval progress this year, says that seven vessels have been launched, including two battleships, one large cruiser and four small cruisers. The paper also calls attention to the "unprecedented activity in the building of warships," six of which are now in process of construction, including four battleships, one large cruiser and one gunboat. A Berlin despatch dated 29th ult. says:—"The German private shipyards in 1900 completed 250,000 tons of vessels, which is three times as much as the tonnage turned out in 1896 and a fifth part above the tonnage of 1899. British yards built in 1900, 100,000 tons for German account, and German yards built 113,000 tons for foreign account. Several hundred ships in all, over 700,000 tons are building for German account in German private and foreign yards. Forty-eight warships are being built in German private yards."

## POLICE COURT.

Wednesday, 23rd January.

BEFORE MR. HAZELAND.

AN EXPENSIVE SMOKE.

Sas Wing, clerk, 80, Wellington Street, was charged with smoking in the Police Court on the 23rd inst., and, pleading guilty, fined \$5 or 14 days. The fine was paid.

BEFORE MR. KEMP.

A BIG HAUL OF GAMBLERS.

A motley collection of gamblers, all apparently coolies, was brought into court. There were altogether twenty-eight, and it quite taxed the limits of the small court to accommodate them.

Chinese constable 290 said that at four p.m. on the 22nd he went with Inspector Baker to a house on the second floor at 11, Second Street. Witness entered first, and saw the defendant, gambling.

Inspector Baker gave evidence of the arrest of the defendants by the first witness and other constables, and detailed the implements of gambling found on the premises. On the first defendant was found \$11.55. The same house had been raided on the 2nd April, and it was known to be kept as a gambling resort.

A variety of excuses was given by the defendants, after which the first and second, who were charged with being keepers, were fined \$15 or three weeks, and the remainder \$3 or 10 days, all implements and money, including the sum found on the first defendant to be forfeited.

SELLING LIQUOR AFTER LAWFUL HOURS.

Sergeant O'Sullivan had another prosecution under the liquor laws similar to that reported in the Police Court column in yesterday's issue. Tong Tak, 23, Queen's Road West, was the defendant, and he was charged with selling Chinese spirits between the hours of ten p.m. and six a.m. on the 21st inst.

He admitted the offence, and was fined \$20 or six weeks' imprisonment, half the amount to go to the informer. The fine was paid.

DARING CASE OF ROBBERY.

Chau Yee, fisherman, with two others not in custody, was charged with feloniously entering an old woman's house at Cheung Chan on the 22nd inst., and stealing from the person of the occupants the sum of \$12, in ten and twenty cent. pieces, to effect which robbery an offensive weapon, to wit, a dagger, was used. The accused pleaded not guilty.

It appeared that the three men entered the woman's hut as she was cooking her rice, and set upon her. One held a dagger to her throat and another held his hand over her mouth, while the third searched for loot. Having secured the sum stated in the charge, they made off. The woman then reported the outrage to Sergeant McHardy, who, with a few lunkers, went to the village of Cheung Chan. Here the woman pointed out the defendant as one of the robbers. The man bolted, and hid amongst some bushes, but he was quickly ousted out and arrested.

The case was remanded till Friday.

ASSAULT WITH A BOAT HOOK.

Wong Fuk and Li Kuo, seamen, were charged on remand with assaulting another seaman on a lighter in the Harbour on the 21st inst. They pleaded not guilty.

The complainant said the defendants were obstructing him in his work, and on his ordering them out of the way they set upon him, the second defendant holding him down while the first struck him with an iron hook. As a result of the injuries inflicted, complainant had to go to hospital suffering from a severe scalp wound.

The first defendant was fined \$20 or a month, the second, who paid the fine, \$5 or 14 days.

## CRICKET.

H.M.S. "ENDYMION" V. H.M.S. "GLOUT."

A match between the above ships was played at Happy Valley on Tuesday.

H.M.S. "GLOUT." Scores—

Major Percy, c Price, b Williams.....	4
Private Alfrey, c Johnston, b Franklin.....	1
Dr. Hockison, b Williams.....	0
Lieut. Legard, b Franklin.....	0
Mr. Somerville, c Johnston, b Franklin.....	1
Lieut. Sartorius, b Franklin.....	13
Lieut. Atterborough, c Price, b Franklin.....	17
Mr. Broadbent, b Franklin.....	7
Mr. Digby, c Franklin, b Thornton.....	23
Mr. Brown, at Price, b Franklin.....	3
Mr. Dorman, not out.....	5
Extras.....	5
Total.....	83

H.M.S. "ENDYMION."

Mr. Franklin, b Broadbent.....	13
Lieut. Gasegood, b Broadbent.....	13
Private Williams, run out.....	12
Lieut. Orton, c Digby, b Legard.....	32
Lieut. Johnston, b Legard.....	3
Mr. Thornton, b Legard.....	21
Mr. Silk, b Broadbent.....	5
Private Price, at Digby, b Broadbent.....	2
Mr. Messervy, b Broadbent.....	5
Corporal Rogers, b Broadbent.....	0
Lieut. Lefroy, not out.....	9
Extras.....	9
Total.....	128

## LATEST STEAMER MOVEMENT.

The Austrian Lloyd's steamer *Maria Teresa* left Singapore for this port on the 23rd inst.

The San Francisco Chamber of Commerce recently passed a resolution concerning the quarantine officers at the Golden Gate, and in it the following interesting passage occurs:—"Particular attention has been called to the case of the Occidental and Oriental S.S. *Coptic* from Yokohama and Honolulu on September 30th, when the passengers were most indignant at the manner in which the physical examinations of their bodies was conducted. According to the evidence of many of the passengers, among whom were merchants and professional men and others of the highest standing and reputation, the examinations were made without proper regard to decency, privacy, modesty or cleanliness, none of the passengers declaring that they would under any consideration come to or through this port, preferring to land at Canadian ports where more courtesy and consideration were shown."

## THE LATE QUEEN AND THE WAR.

One of the latest numbers to hand of the *Times* has the following remarks in a leading article on "The Queen and the War":—

Her Majesty the Queen has demonstrated upon innumerable occasions the intuitive rightness of her sympathies and the soundness of her judgment. By the first she has endeared herself to her people and by the second she has won their unbounded confidence. In her messages to the Militia, Yeomanry, Volunteers, and Colonial troops who have served in South Africa and elsewhere during the past year, she once more came straight across all the conventionalities and prejudices that hamper so many of us and goes to the very heart of a national question. To all these auxiliaries who, without the coercive influence of plain, unmistakable duty, placed themselves at the disposal of their country in an emergency, she conveyed her grateful appreciation of their signal services. She notes with gladness the testimony borne by general officers to the admirable spirit by which all ranks have been animated, as well as to the zeal and discipline they have displayed. While deeply regretting the sickness and loss of life that have occurred, the Queen recognises and highly values the services rendered to the Empire at the cost of great personal inconvenience and pecuniary loss. Then in dignified, but very significant, language she says that she relies upon those still employed abroad to continue to put forth their best efforts "in aid of her Regular Army," until the day, which she hopes may not be far distant, when she may welcome their return. That appeal in its quiet reticence of language conveys Her Majesty's recognition of a great deal more than the loyal self-sacrifice of those whom she addresses. It implies her knowledge of the fact that auxiliaries called in to avert a breakdown of our military system have supplied elements of the highest value in which the Regular Army was wanting when the war began and is wanting to-day. The stop-gaps, especially in so far as they consisted of mounted men, have become the very pivot of our military operations. It is on them, above all, that our commanders rely in every operation, and it is for more of their kind that the Commander-in-Chief in South Africa makes application to the colonial governments and to the British public. The burden cast upon those who are thus fighting our battles must be very heavy, and correspondence in our columns has shown that in many cases it is severely felt. The appeal to employers issued by the War Office to extend as far as possible their keeping open of places for men absent at the war, makes it clear that the hardship is appreciated, and we have no doubt that it will be responded to as far as circumstances permit. Other forms of pecuniary loss must be experienced in some cases for which it is more difficult to perceive a remedy.

## JAPAN'S TRADE IN 1900.

UNSATISFACTORY FIGURES.

The total amount of Japan's trade in 1900 was yen 491,548,879, being an increase of yen 58,217,059 compared with the previous year. This increase is due to the extraordinary imports of rails and other descriptions of iron, woollen cloth, sugar and kerosene. The exports, on the contrary, show a falling-off of over yen 10,000,000 as compared with the previous year, on account of unusual depression in the raw silk, kaiti, matches, and cotton yarn markets. The figures are as follows:—

	1900	1899
Exports.....	204,207,873	214,928,894
Imports.....	287,341,006	229,401,926

Total..... 491,548,879 435,331,820

Excess of imports..... 83,133,133 5,472,032

The principal export goods, which have declined as compared with the previous year were as follows:—

	1900	1899
Kaiki.....	878,319	1,451,932
Matches.....	5,754,238	5,890,696
Straw Matting.....	3,310,046	3,717,439
Umbrellas.....	800,893	933,347
Raw Silk.....	44,857,029	62,427,721
Cotton Yarn.....	20,533,923	23,521,438
Rice.....	5,575,970	10,282,012
Cuttle Fish.....	1,158,794	1,362,068
Sea Weed.....	583,727	946,081
Mushrooms.....	698,465	688,818
Vegetable Wax.....	561,435	642,219

The principal import goods which show increases are as follows:—

	1900	1899
Cotton Yarn.....	7,041,456	4,993,326
Iron, Pig and Bar.....	4,753,372	436,054
Other Iron and Steel.....	5,245,755	2,934,676
Indigo.....	3,903,203	2,903,929
Paper.....	4,445,208	1,934,275
Leather.....	2,058,981	1,067,690
Machinery.....	8,635,850	5,557,290
Mousseline de laine.....	7,364,891	4,350,934
Woollen Cloth.....	2,968,759	2,004,188
Flannel.....	617,830	374,959
White and Printed calico.....	9,709,780	6,038,991
Cotton saten and velvets.....	4,527,403	1,245,892
Sugar.....	26,097,895	17,516,030
Watches.....	729,731	257,718
Rice.....	8,992,955	5,960,165
Kerosene.....	14,164,118	7,918,149

As affected by trade the exports and imports of gold and silver showed the unsatisfactory figures given below:—

	1900	1899
Exports.....	56,709,764	11,178,247
Imports.....	11,509,236	20,163,501
Excess of exports.....	45,200,528	—
Excess of imports.....	—	8,985,254

Among the many







## NEW ADVERTISEMENTS

## NOTICE.

ON account of the death of H. M. the QUEEN, His EXCELLENCY the GOVERNOR has CANCELLED all ENGAGEMENTS for the present.  
Hongkong, 24th January, 1901. [312]

THE 22ND BOMBAY INFANTRY AT HOMES.

OWING to the sad news of the Death of Her Majesty the QUEEN, the "AT HOMES" of the 22ND BOMBAY INFANTRY will not take place until further notice.  
Hongkong, 24th January, 1901. [314]

EOTHEN MARK LODGE No. 264.

A REGULAR MEETING of EOTHEN MARK LODGE will be held at the FREEMASONS' HALL, TO-MORROW (FRIDAY), the 25th inst., at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 24th January, 1901. [315]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE will take place as under:—

On 24th January, 1901, from East Battery, Stonecutters Island.

All Ships, Junks and other Vessels are cautioned to keep clear of the ranges.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 23rd January, 1901. [315]

HONGKONG ST. ANDREW'S SOCIETY.

THE SCOTCH CONCERT,

Advertised for FRIDAY, 25th January Next, has been Abandoned.

The Money Paid for Seats will be returned to Ticket-Holders by The Robinson Piano Co.

DAVID WOOD,  
Hon. Secretary.

Hongkong, 24th January, 1901. [317]

TO BE LET.

FURNISHED, "THE EYRIE," PEAK.

Very suitable for a Mess of Four or Five Gentlemen. Excellent accommodation. Beautiful Grounds.

Also, an Office, No. 9, FIRST FLOOR, BRANCHFIELD ARCADE.

Apply to—

R. C. WILCOX,  
8, Beaconsfield Arcade.

Hongkong, 24th January, 1900. [318]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above ports on SATURDAY, the 26th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LARPAIK & CO.,  
General Managers.

Hongkong, 24th January, 1901. [319]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOOW.

THE Company's Steamship

"HAICHING,"

Captain Hall, will be despatched for the above ports on SUNDAY, the 27th inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAIK & CO.,  
General Managers.

Hongkong, 24th January, 1901. [320]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MARIA TERESA,"

Captain Rassevich, will leave for the above place on THURSDAY, the 31st inst., A.M.

For Freight or Passage, apply to

SANDER, WIELER & CO.,  
Agents.

Hongkong, 24th January, 1901. [321]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARIA VALERIE"

having arrived, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before noon on the 30th of January, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th of January will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,  
Agents.

Hongkong, 23rd January, 1901. [322]

SPECIAL EDITION.

THE SPECIAL EDITION of the

"HONGKONG DAILY PRESS"

issued yesterday morning, containing a

SPECIAL ARTICLE

ON THE

LIFE OF THE LATE

QUEEN,

BY

LADY JEUNE,

is on Sale at 20 Cents per copy Cash.

Hongkong, 24th January, 1901. [323]

## NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on MONDAY, the 25th inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 24th January, 1901. [324]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain G. T. Blackland, will be despatched as above on MONDAY, the 25th inst., at 5 P.M.

This steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 23rd January, 1901. [325]

ENTERTAINMENTS

TO-NIGHT! TO-NIGHT!!

HARMSTON'S

GRAND CIRCUS

AND

ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!

OUR FIRST COMPLETE CHANGE

OF

PROGRAMME.

FIRST APPEARANCE IN THE EAST

OF THE

SISTERS FREZAGONDAS,

MONA, TESSIE, DAISY, and DORA.

Direct from London Hippodrome, where they have created a furore. Just arrived by

s.s. *Coromandel*.

DARING. DASHING. BRILLIANT.

NEW ANIMAL ACTS. THE FAMOUS

ARAB HORSES.

OUR GREAT COMPANY OF STARS.

LOCATION (RECREATION GROUND

(Near the RACE COURSE).

EVERY EVENING.

DOORS OPEN AT 8 P.M. COMMENCE AT

9 P.M. Sharp.

N.B.—Positively no Half-price to Evening Shows.

OUR NEXT MATINEE,

SATURDAY, 26th JANUARY.

MATINEES: SATURDAY and

WEDNESDAY.

Children Half-price to all parts at Matinees only.

Doors Open at 2.30 P.M. Performance at 3.30 P.M.

POPULAR PRICES.

Box Office—ROBINSON PIANO CO., Queen's Road.

NOTICE.—Late Ferry to Kowloon.

ROBERT LOVE ..... Manager.

Col. CHAS. B. HICKS ..... Representative.

Hongkong, 24th January, 1901. [289]

THEATRE ROYAL.

CITY HALL.

LESSEES AND PROPRIETORS:

Mrs. N. Chester, Messrs. A. H. & E. J. Pollard.

TO-NIGHT

AND EVERY EVENING.

The first great event in the Colony of

THE 20th CENTURY.

Under the distinguished Patronage of H. E.

Sir HENRY BLAKE, C.M.G.

POLLARD'S

LILLIPUTIAN

OPERA CO.

OF 50 PERFORMERS.

TO-NIGHT, LAST NIGHT

of the Sparkling Musical Comedy

"IN TOWN."

TO-MORROW NIGHT (FRIDAY),

JANUARY 25TH,

"THE LADY SLAVEY."

NEXT SATURDAY AFTERNOON,

at 3.30 P.M.

LAST GRAND MATINEE.

"THE LADY SLAVEY."

Children, Amahs, Schools, Soldiers and

Sailors in Uniform Half-price.

Plan at ROBINSON'S. Prices as Usual.

Doors Open at 8 P.M.

Performance starts punctually at 9 P.M.

The Star Ferry Co. has kindly consented to

delay the last ferry to 12.15.

A. H. POLLARD, Manager.

Hongkong, 23rd January, 1901. [274]

WING CHEONG.

Dealers in

JEWELS, PEARLS, DIAMONDS,

CURIOUS, JADESTONEWARE, CARVED

IVORYWARE, SILKS, and GRASS

CLOTHS.

AND

GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen

of this Colony that we commenced Business on

the 11th April, 1900, and we solicit their kind

patronage.

Nos. 1 & 3, D'AGUIAR STREET.

Behind Hongkong Dispensary.

Hongkong, 5th April, 1900. [342]

## AUCTIONS

PUBLIC AUCTION.

MESSESS. HUGHES & HOUGH have received instructions from the Owner to sell by Public Auction in One Lot, TO-MORROW (FRIDAY),

the 25th day of January, 1901, at 3 o'clock P.M., at their Sales Rooms,

ALL THAT PIECE OR PARCELS OF GROUND situate, lying and being at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Inland Lot No. 1002, together with the Messuage or Tenement, Sections and Buildings thereon known as "Haldon," Bonham Road, held from the Crown for a term of 999 years from the 25th day of December, 1890.

Total area 65,815 square feet; Crown Rent \$300 per Annum.

For further particulars and conditions of Sale, apply to

MESSESS. JOHNSON, STOKES

& MASTER,

Solicitors for the Vendor,

or to the

AUCTIONEERS.

Hongkong, 3rd January, 1901. [121]

## PUBLIC AUCTION.

THE Undersigned will let by Public Auction,

on

SATURDAY,

the 26th January, 1901, at 3 P.M., on the Spot.

The SEVERAL LOTS NUMBERED 1

to 19 on Plan to be seen at the Auctioneers' Office, for ERECTION OF BOOTHS and

MATCHEDS on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

Terms—Cash.

For Conditions of Sale, apply to—

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 19th January, 1901. [265]

## GOVERNMENT NOTIFICATION.

No. 31.

THE following Particulars and Conditions of Sale of CROWN LAND by

PUBLIC AUCTION, to be held at the

Office of the Public Works Department,

on MONDAY, the 28th day of JANUARY,

1901, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 17th January, 1901. [303]

Particulars and Conditions of the Letting

by Public Auction Sale, to be held on

MONDAY, the 28th day of JANUARY,

1901, at 3 P.M., at the Office of the

Public Works Department, by Order

of His Excellency the Governor of

One Lot of Crown Land at Quarry Bay, in the Colony of Hongkong, for

a term of 75 Years, with the option of renewal, at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Regist. No.	Locality	Boundary Measurements	Contents in Square ft.	Annual Rent	Uses
1	201	Quarry Bay	1220' 163'	380,050	1,778	21,100
2	202	Quarry Bay	1220' 163'	380,050	1,778	21,100
3	203	Quarry Bay	1220' 163'	380,050	1,778	21,100
4	204	Quarry Bay	1220' 163'	380,050	1,778	21,100
5	205	Quarry Bay	1220' 163'	380,050	1,778	21,100
6	206	Quarry Bay	1220' 163'	380,050	1,778	21,100
7	207	Quarry Bay	1220' 163'	380,050	1,778	21,100
8	208	Quarry Bay	1220' 163'	380,050	1,778	21,100
9	209	Quarry Bay	1220' 163'	380,050	1,778	21,100
10	210	Quarry Bay	1220' 163'	380,050	1,778	21,100

## \$50 REWARD.

IT having come to my notice that certain

Hawkers use my Name in selling GRASS-

CLOTHS, EMBROIDERIES, and HANDMADE

LACERS, the above Reward will be given to any

one coming forward and giving such information as will lead to the apprehension and conviction of the Offender or Offenders.

FR. BLUNCK,

Silk Lase Manufacturer.

Hongkong, 22nd January, 1901. [288]

## JUST ARRIVED.

GENUINE CHEPPY WATER

"ACH" ..... ARZWALDER

KIRSCHWASSER, 22.50 per Bottle.

H. RUTTONJEE,



HONGKONG  
BUSINESS DIRECTORY

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2 Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HOUGH,  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

GOOD AND CHEAP  
AT THE  
WESTERN HOTEL.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS  
W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aca-  
demic Water, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 66,  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CUMIO DEALER

KWONG HING,  
China Porcelain, Crochery Ware, 59a,  
Queen's Road Central.

## DENTISTS

WONG HOI,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRESSERS

EBRAHIM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers,  
Low Prices, 37, 39, Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

## FLOUR

SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour:—"Sperry's xxx,"  
"Golden Gate," "Pioneer," "Buckeye,"  
"Anchor," &c.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Bosman's Kodak Films and Accessories,  
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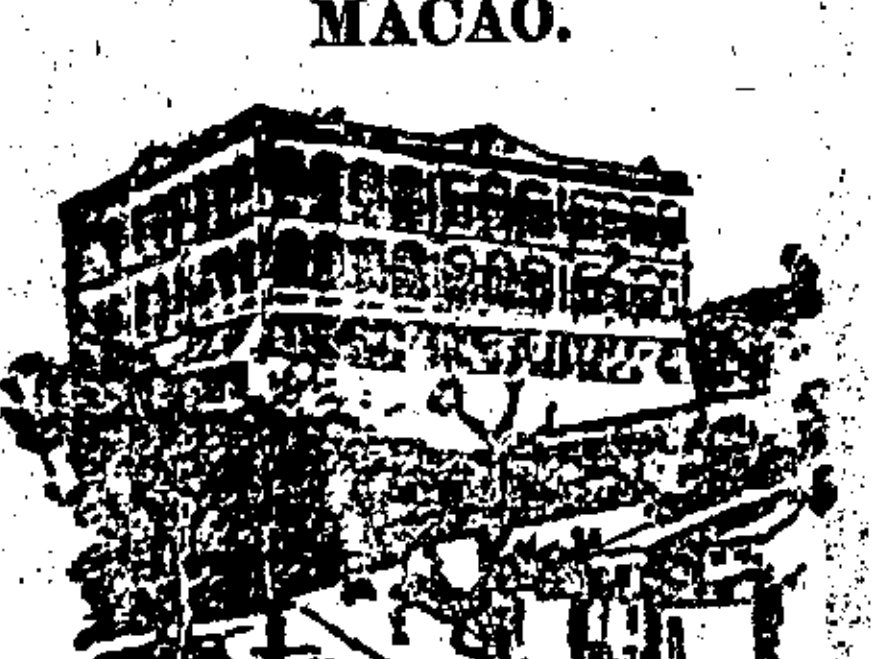
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## SPORT AND ANECDOTE.

## BY AN OLD FOEY.

## INTERNATIONAL RUGBY FOOTBALL.

In that most exhilarating pastime, the old-  
fashioned Rugby Union football, England has  
had a most disastrous time of late years, and it  
is noteworthy that the "predominant party"  
has been the very reverse of predominant since  
the campaign of 1891-92. In that season, or to  
be exact, between January 2nd and March 5th,  
1892, England defeated her three rivals, Scot-  
land, Ireland, and Wales, scoring 5 goals and 2  
tries (29 points), while not a single major point  
accrued to her adversaries. To go through the  
campaign not only without a defeat, but also  
without a mark against them, was an  
achievement which challenged comparison with  
the palmy period of the English code in Eng-  
land. But since 1892 England has declined in  
strength, and has never been the champion  
country. The overthrow was most complete in  
1899, for England was routed by Wales by  
26 points to 3, by Ireland by 6 points to none,  
and by Scotland by 5 points to none,  
so that in the three engagements the Eng-  
lishmen secured one try—a lonely tribute to  
faded powers. This is undoubtedly the most  
deplorable experience of the Rugby Union, as this  
year, that in 1900, she astonished her staunchest  
friends by beating Ireland so handsomely, that  
there was almost a touch of disappointment  
when we could only draw with the formidable  
Scotchmen in Edinburgh.

## THE NORTH AND SOUTH MATCH.

But the period of international Rugby foot-  
ball is coming rapidly along, and on this 5th  
proximo England has to face Wales at Cardiff.  
The Selection Committee of the Rugby Union  
have been very active of late, watching every  
championship contest, the remarkable match  
between the Oxford and Cambridge Universities  
and the North and South game at Bristol on  
Saturday. As is generally the case now, the  
South triumphed in the West country by 2 goals  
3 tries (18 points) to 2 tries (6 points). There  
is no denying that the Southrons won on their  
merits, mainly through the fine three-quarter  
back play of E. J. Vivyan—whose inspiring  
example had a wonderful effect, and proved once  
again how much one great player on a side can  
accomplish, apart from his own individual  
achievements, by his influence. It must not be  
surmised from this that it was a fine open game  
with plenty of passing between the backs. On  
the contrary, the bouts of combination work in  
the rear division were generally ineffective, owing  
to inaccuracies, while the forwards displayed  
more ability in tackling than in any other direc-  
tion. They were neither great in the scrum nor  
in the loose trying to dribble; and the conclusion  
I am driven to is that England will have to  
improve vastly on the exhibition in the North  
and South match to have any chance of defeat-  
ing the Welshmen.

## THE ENGLISH TEAM AGAINST WALES.

The Committee of the Rugby Union tried no  
fewer than twenty-five players last season in the  
three international matches, and only six took a  
hand in all the encounters. But five of the  
twenty-five have found favour again in the  
fifteen against Wales next month—and four of  
these are such reliable forwards as C. T. Scott  
and J. Daniell, of Cambridge University, H.  
Alexander, the Cheshire man, who made his  
reputation last season, and A. F. C. Lupton,  
of Richmond. J. T. Taylor, the Yorkshireman,  
who now assists Durham, is the one member of  
the back division of 1900 who is to receive his  
cap against the Principality. With a new  
division, including J. W. Sagar, the Cantab, at  
back, W. Elliott, J. T. Taylor, of Durham, E.  
J. Vivyan, of Devon, and C. Smith, of Glou-  
cester, at three-quarters, and E. J. Walton, the  
St. Peter's School boy, of York, who has earned  
his colours at Oxford, and R. O. Schwartz,  
of Middlesex, who was in the Cambridge team in  
1899, and played against Scotland and Ireland  
in 1899 at half-back, it is clear that there is  
ample choice. I only hope that the new men  
will realise expectations, for gallant little  
Wales has won three out of the last four mat-  
ches against England.

## THE TROUBLES OF THE RUGBY UNION.

But whatever be the result it may be taken  
for granted that the Rugby Union will pursue  
the proven tenor of their way quite undis-  
turbed, and prior to the Scotch encounter for  
the Calcutta Cup will have another North and  
South match at West Hartlepool on February  
23rd. All the troubles of the Rugby Union  
have, of course, arisen owing to their uncon-  
promising hostility to professionalism in any  
form. They refused to coquet with broken  
time, and they have made their laws so severe  
that it is impossible for amateurs to play with-  
out banking account to prove that they are su-  
perior to all monetary considerations. Of course  
this hostile attitude, and the resolutions of the  
R.U. against professionalism in November,  
1894, precipitated the formation of the North-  
ern Union. This, as I have explained quite  
recently, meant the secession of the principal  
clubs of Lancashire, Yorkshire and Cheshire.  
Now if we study the composition of the  
victorious English team in 1892 we find that  
from such clubs as Leigh, Swinton,  
Oldham, Wigan, Salford, and St. Helens,  
in Lancashire, Runcorn in Cheshire, Hudders-  
field, Heckmondwike, Bradford, Liversedge,  
Brandy, and Brighouse Rangers, in York-  
shire, the authorities took no fewer than fifteen  
players, and all these clubs are now Northern  
Unionists. Of course the loss of such resources is  
much to be lamented. The Rugby Union is  
seriously handicapped without the cordial co-opera-  
tion of Lancashire and Yorkshire. Some well-  
meaning writers have from time to time agitated  
for a rapprochement between the Rugby and the  
Northern Unions—but they know not what they  
say. Such a thing is of the impossible—not  
only because Rowland Hill and Company are so  
averse to any form of professionalism—but also  
by reason of the hostility of Scotland and

Ireland to men who paid either directly or  
indirectly. Walls are nominally of the same  
opinion, but personally I am convinced that  
there are many pseudo-amateurs both in the  
Principality and under the jurisdiction of the  
Rugby Union. The avowed professional clubs  
of the north find South Wales a happy hunting  
ground for players, while recruits are likewise  
obtained from the Midlands and the West of  
England. To go it seems absurd to assume  
that the Welsh teams and the clubs in man-  
populous places in England are free from all  
money taint. But even so the Rugby Union  
would sooner punish than palliate, and any  
amalgamation of the two governing bodies can-  
not be hoped for by anybody who has any  
idea of the feeling between the scenes.

## THE BACK SYSTEM.

I saw a letter the other day in one of the  
London sporting newspapers attributing the  
decline and fall of England to the adoption of  
the four three-quarter back system. You know  
that Mr. E. Hancock, of the Cardiff club, in-  
troduced the theory of four three-quarters  
about fifteen years ago, and it was tried by  
Wales against England in 1891 with disastrous  
results. The idea was generally condemned, but  
the Welshmen believed strongly in the plan,  
and ultimately triumphed. The remarkable  
run of victories obtained by the Welsh over the  
English clubs, and by Wales at length induced  
England to follow suit. Unwillingly Scotland  
and Ireland copied the example, so that Wales  
by their practice and perseverance, converted  
the United Kingdom to their mode of play.  
There is no doubt that all this was brought  
about in a very large measure by A. J. Gould,  
of Newport, for he was the one man who  
showed how Mr. Hancock's theory could  
be carried into execution. Never was seen  
such back play as that of "A.J." for his  
swiftness of foot, his subtlety of movement,  
and his capacity to gauge any situation  
at a glance constituted him a great master. The  
four three-quarter game is played perfectly by  
several of the Northern Union clubs, so that  
Englishmen need not despair of proficiency in a  
game which at this rate is more pleasing to the  
spectators than the three-men style, although this  
I verily believe is a greater call upon individual  
skill. Instead of talking idly about an amalga-  
mation which can never be effected, and of con-  
demning a system of back play which is prob-  
ably the best yet devised, why do not the votaries  
of Rugby football stir up the governing powers  
to take more and more interest in the public  
schools and Universities, for these are the  
nurseries which must provide the majority of  
the players in the future, if England is ever to  
regain her prestige. Scotland obtains many of  
her players from the public schools in the east  
of that country—and to the old boys the Saxons  
must look in the days to come.

## A PEEP AT THE DIBBLERS.

The Association game furnished several  
matches of great interest on Saturday, and  
among them the meeting of Aston Villa and  
Nottingham Forest. Time was when the red-  
shirted Foresters used to go over to Birming-  
ham to teach the Midlands how to play  
the dribbling game. But Aston Villa proved  
very apt. In 1878 and 1879 the Foresters  
were at the very zenith of their fame, but  
so long ago as 1890—when the game was very  
young in the Midland capital—I well remember  
the "Villans" twice beating the Foresters in  
ordinary games and dismissing them from the  
English Cup, to the surprise of everybody.  
Since then the Aston men have gained every  
possible honour in football, but the Forest, on  
the other hand, have still to win the League chal-  
lengement. They are making a bold bid for the  
honour during the current campaign, but Aston  
Villa on Saturday defeated them by 2-1—the  
first reverse of the Foresters since Sept. 15.  
The victors owed their success primarily to that  
pastmaster, John Devoy, and the goalkeeping  
at George. There were no fewer than 24,000  
spectators, and a gate of £564 12s. 3d. This  
sum, however, was surpassed at Sheffield, when  
the neighbouring rivals, the United and Wed-  
nesday, met in battle array in the presence  
of 23,303 persons, who paid £271 5s. to view the  
gladiators at play. The struggle was not worth  
so much money by any means, for on the whole  
the football was lacking in quality, although  
the United was by the only goal registered in  
the match. The one satisfactory feature was  
that Needham—"Nudger"—played as well as  
ever. I expect, may I hope, that he will be  
capped next spring, although he has already  
played six times against Scotland, and thrice  
each against Wales and Ireland. May be my  
readers know the great saying of Northern folk.  
"There's no better a good old 'un, nobbat a  
good young 'un." Well, the "good young 'un"  
to surpass "Nudger" has not been discovered.  
The relative rank of the leading clubs in the  
First Division of the League were not altered  
by Saturday's games, and I expect Nottingham  
Forest to consolidate their position by the four  
matches they have yet to play in Nottingham  
before December expires.

## A GAMMAN AS A GOALKEEPER!

In one of my little football excursions the  
other day I met a very old friend who used to  
play for Preston North End in the days when  
they were dubbed "The Invincibles." We were  
chatting over football experiences, when the ex-  
North End man told an excellent tale. It was  
years ago, when proud Preston's professional

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players journeyed up to the great city of London to  
fulfil a fixture with the Casuals at Crouch End.  
By some means or other, principally owing to  
sight-seeing, the Preston team became divided  
into little parties. Six of them at any rate char-  
tered an old four-wheel hackney cab and rumbled  
along until they reached Crouch End very late,  
and with the remnant of a team. The lofty ama-  
teurs said it was too bad, you know, to turn up  
so jolly late, and with only half a team, too.  
The ex-North End, knowing that his com-  
rades would soon arrive, thought he would have  
his joke. He said:—"Well, under the circum-  
stances, half the team being lost in the great  
Metropolis, do you mind our playing the cab-  
man as goalkeeper. Of course he is not a reg-  
istered player—but I shall have to risk all  
that." The Casuals consulted anxiously—and  
at length they drew out that they would allow  
the Jehu to play. The driver was sent for, and  
told that he must get dressed at once, and that  
he must keep goal for Preston. The sangfroid  
of even a juree forsook him for a moment.  
But the ruling passion soon asserted itself, and  
he blurted out:—"Orr right, guv'nar, but yer  
know I ain't 'goin' to do this fer nothin'.  
This 'ere job's a extra." The driver was saved  
from the ordeal by the timely appearance of  
Jimmy Trainer, the prince of catagolians.

## HE DIDN'T KNOW MR. A. N. HORNBY.

The annual meeting of the Lancashire County  
Cricket Club lasted just about half-an-hour,  
under the presidency of Mr. A. N. Hornby,  
who believes in the happy despatch of business.  
There are men of action, and men of words.  
Mr. Hornby is not a man of words—and the  
brevity of his "speeches" reminds one of the  
orations attributed to Dr. W. G. Grace by  
Mr. R. A. Fitzgerald, the secretary of the  
M.C.C., who took Dr. Grace and other gen-  
tlemen on a cricket tour in America and  
Canada in 1872. On August 22nd, at Mon-  
treal, there was a banquet to the gentlemen  
of England, and the toast of "The champion  
batsman of Cricketdom," was responded to by  
Grace, who said:—"Gentlemen, I beg to thank  
you for the honour you have done me; I never  
saw better bowling than I have seen to-day, and  
I hope to see as good wherever I go." Mr. Fitz-  
gerald describes Grace in the marginal note as  
"Demosthenes." But this is quite a lengthy  
harangue compared with Mr. Hornby's remarks  
at the Lancashire Cricket Club meeting.  
When re-elected President for 1901, he rose  
and said:—"Gentlemen, I thank you." Dur-  
ing the meeting one of the members complained  
that he had been refused admission to a stand  
on the popular side of the ground even al-  
though he produced his voucher; indeed he was  
compelled to pay sixpence as he wanted to  
speak to a friend on the stand. This elicited  
the story from Mr. Hornby that he thought  
he was pretty well-known at Lords—but during  
a great match he saw a gentleman on one of the  
stands, and he desired to have conversation  
with him. But the junior insisted on his pay-  
ing a sovereign before he allowed him to pass.  
Mr. Hornby related his experience in short,  
sharp, staccato sentences—much more briefly  
than I have done.

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O'NEIL, WARNEFORD & CO.  
London, 19th January, 1901. [278]

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turers and Merchants, of London, Manchester,  
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WATTS, EDWARDS & CO.  
Hongkong, 21st January, 1901. [279]

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MARSEILLES, HAVRE, CHAGRE, & BALTIC PORTS	SIAM	Ger. str.	Bahle	MELCHERS & CO.	On or about 7th Feb.
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HAVRE & HAMBURG	BAMBERG	Ger. str.	Jacob	CARLOWITZ & CO.	On or about 28th Feb.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	Braun	CARLOWITZ & CO.	On or about 5th Mar.
NEW YORK PORTS VIA AND SUEZ CANAL	POLARSTERNEN	Brit. str.	Peterson	DODWELL & CO. LIMITED	On or about 25th Mar.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	Berger	CARLOWITZ & CO.	Quick despatch.
TRIESTE, &c., VIA PORTS OF CALL	MARIA VALERIE	Aus. str.	O. P. Marshall, R.N.E.	SANDER, WIELER & CO.	On or about 9th Mar.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	J. Trubridge	CANADIAN PACIFIC RY. CO.	To-day, p.m.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	J. McIntyre	DODWELL & CO. LIMITED	On 15th Feb.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	ADATO	Brit. str.	Arnhold, Karberg & Co.	U. & O. S. N. Co.	To-morrow.
SAN FRANCISCO VIA SHANGHAI, &c.	COPIC	Brit. str.	Arnhold, Karberg & Co.	U. & O. S. N. Co.	On 29th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	Toyokura Kisen Kaisha	PACIFIC MAIL S. S. Co.	On 7th Feb. at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	CITY OF PEKING	Amr. str.	Toyokura Kisen Kaisha	PACIFIC MAIL S. S. Co.	On 14th Feb. at Noon.
AUSTRALIAN PORTS	KYARVEN	Brit. str.	A. E. Moses	BUTTERFIELD & SWIRE	On 2nd Feb.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	McArthur	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	F. Davies	GIBB, LIVINGSTON & CO.	On 31st inst. at 4 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	S. Yoshizawa	BUTTERFIELD & SWIRE	On 15th Feb. at 4 P.M.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	E. Oesselmann	NIPPON YUSEN KAISHA	On 1st Feb. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	POOCHOW	Brit. str.	Knop	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MOJI, KOBE & YOKOHAMA	HIBOSHIMA MARU	Jap. str.	Rasovitch	NIPPON YUSEN KAISHA	On 1st Feb. at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	Ger. str.	A. Symons	BUTTERFIELD & SWIRE	On 26th inst. at 4 P.M.
SHANGHAI	LONGMOON	Ger. str.	K. Suzuki	SANDER, WIELER & CO.	On 31st inst. a.m.
SHANGHAI	WICHU	Brit. str.	Hodgins	P. & O. S. N. Co.	On or about 2nd Feb.
SHANGHAI	MARIA TERESA	Aus. str.	Hall	MITSUBI BUSSAN KAISHA	On 30th inst.
SHANGHAI	PARRAMATTA	Brit. str.	S. Atsumi	DOUGLAS LAFRAIR & CO.	On 27th inst. at Noon.
POOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	A. E. Moses	DOUGLAS LAFRAIR & CO.	On 27th inst. at Daylight.
SWATOW, AMOY & TAMSUI	FORMOSA	Brit. str.	Weigall	MITSUBI BUSSAN KAISHA	On 6th Feb. at Daylight.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	McIntyre	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, AMOY & TAIWANFO	ANPING MARU	Jap. str.	G. T. Blackland	BUTTERFIELD & SWIRE	On 28th inst. at 5 P.M.
MANILA	SUNGKIANG	Brit. str.	McIntyre	BUTTERFIELD & SWIRE	On 15th Feb. at 4 P.M.
MANILA	YAWATA MARU	Jap. str.	J. G. Olifant	GIBB, LIVINGSTON & CO.	On or about 24th inst.
MANILA	LONGOSANG	Brit. str.		DAVID SASSOON, BONS & CO.	On 26th inst. at Noon.
MANILA VIA AMOY	ESMERALDA	Chil. str.			
MANILA	ESMERALDA	Chil. str.			
SINGAPORE & PENANG	ESMERALDA	Chil. str.			
SINGAPORE, PENANG & CALCUTTA	CATHERINE AFGAR	Brit. str.			

## SHIPPING.

**ARRIVALS.**  
 Jan. 23, CASSIUS, German steamer, 1,435, F. Gerlach, Moji 16th Jan., Comd.-LAVIS, WEGENER & Co.  
 Jan. 23, WAKASA MARU, Jap. str., 3,881, J. B. Macmillan, Yokohama 12th Jan., General.  
 Jan. 23, KWANGLEE, British str., 1,497, R. Lincoln, Shanghai 19th Jan., General.  
 Jan. 23, MARIA VALERIE, Austrian str., 2,648, F. Berberovich, Kobe via Moji 18th Jan., General.  
 Jan. 23, NANYANG, German steamer, 983, Th. Lehmann, Mauritius via Singapore 29th Dec., Sugar.-SIEMSEN & Co.  
 Jan. 23, PAKSHAN, British steamer, 1,235, J. Jenkins, Bangkok 15th Jan., Rice and General.-BRADLEY & Co.  
 Jan. 23, SISHAN, British steamer, 845, H. N. Holton, Saigon 18th Jan., Rice and Meal.-BRADLEY & Co.  
 Jan. 23, ARRIE, Norwegian str., 994, Rafer, Wuhu and Chinkiang 18th Jan., General.  
 Jan. 23, SACHSEN, German str., 5,025, E. Oesselmann, Hamburg and Singapore 18th Jan., Mail and General.-MELCHERS & Co.  
 Jan. 23, SHANFUNG, British str., 916, Quail, Sourabaya 1st Jan., Sugar.-BUTTERFIELD & SWIRE.  
 Jan. 23, VIMEIRA, British 4-m. barque, 223, D. S. McMillan, New York 3rd September, Oil.-ORDER.

**CLEARANCES.**  
 AT THE HARBOR MASTER'S OFFICE.  
 23RD JANUARY.  
 Thales, British str., for Swatow.  
 Merionethshire, British str., for Kioochan.  
 Den of Oyl, British str., for Kioochan.  
 Yuenan, British str., for Manila.  
 Fushun, British str., for Shanghai.  
 Alcinous, British str., for Shanghai.  
 Daybrook, British str., for Shanghai.  
 Jacob Diederichsen, German str., for Hoihow.  
 Sillberg, German str., for Hoihow.  
 Rhipus, Dutch str., for Singapore.  
 Anping Maru, Japanese str., for Swatow.

**DEPARTURES.**  
 Jan. 23, PAKSHAN, German str., for Europe.  
 Jan. 23, SULLBERG, German str., for Hoihow.  
 Jan. 23, J. DIEDERICHSEN, German str., for Hoihow.  
 Jan. 23, MERIONETHSHIRE, British str., for Kioochan.  
 Jan. 23, DEN OF OYL, Brit. str., for Kioochan.  
 Jan. 23, FUSHUN, British str., for Shanghai.  
 Jan. 23, DAYBROOK, British str., for Shanghai.  
 Jan. 23, ALCINOUS, British str., for Shanghai.  
 Jan. 23, YUENSANG, British str., for Manila.  
 Jan. 23, ANPING MARU, Jap. str., for Swatow.  
 Jan. 23, RHIPUS, Dutch str., for London.

**VESSELS IN DOCK.**  
 ABERDEEN DOCKS.—Hansa, Chief, Kearsen.  
 KNOWLTON DOCKS.—S.M.S. Hansa, Piccola, May, S.M.S. Lucia, Independent, H.M.S. Orlanda, H.M.S. Mohawk, Hainan, Cosmopolitan Dock.—U.S.S. Albany, Loyol, Chenchen, Peiyang, Dupine.

**NOT RESPONSIBLE FOR DEBTS.**  
 Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—  
 ADOLPH OBERG, American ship, Amesbury.—Standard Oil Co.  
 ADATO, British str., McIntyre.—ARNHOLD, KARBERG & Co.

**VESSELS ON THE BERTH**  
 AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, FRESAY GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)  
 THE Company's Steamship  
 "MARIA VALERIE."  
 Captain Berberovich, will be despatched as above TO-DAY, the 24th inst. p.m.  
 Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & Co., Agents.  
 Hongkong, 18th January, 1901.

## VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.  
 FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
 THE Steamship  
 "SACHSEN,"  
 OF THE NORDDEUTSCHER LLOYD,  
 Captain Oesselmann, will leave for the above places THIS MORNING (THURSDAY), the 24th inst. at 9 A.M.

NORDDEUTSCHER LLOYD.  
 MELCHERS & CO., Agents.  
 Hongkong, 24th January, 1901.

NIPPON YUSEN KAISHA.  
 FOR MANILA.  
 THE Company's Screw Steamship  
 "YAWATA MARU,"  
 3,820 tons gross, Captain A. E. Moses, will be despatched for the above port TO-MORROW, the 25th inst. at 4 P.M.

This new Mailsteamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.  
 For Freight or Passage, apply to  
 A. S. MIHARA, Manager.  
 Hongkong, 17th January, 1901.

FOR SHANGHAI.  
 THE Steamship  
 "LONGMOON,"  
 Captain Knop, will be despatched for the above port TO-MORROW, the 25th inst. at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.  
 For Freight or Passage, apply to  
 EAST ASIATIC TRADING CO., LD., Agents.  
 Hongkong, 23rd January, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.  
 IN CONNECTION WITH THE  
 OREGON RAILROAD & NAVIGATION COMPANY.  
 PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
 TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship  
 "ADATO,"  
 2,145, Captain J. McIntyre, will be despatched TO-MORROW, the 25th January, 1901, for PORTLAND (OR.) VIA MOJI, KOBE and YOKOHAMA.  
 To be followed by the Steamship  
 "MONMOUTHSHIRE,"  
 to leave on or about 19th February next.

Through Bills of Lading issued to any point in the United States and Canada.  
 Cargo will be received on-board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.  
 Value of same is required.  
 Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).  
 For further information as to Freight rates, &c., apply to  
 ARNHOLD, KARBERG & CO., Agents.  
 Hongkong, 12th January, 1900.

"BEN" LINE OF STEAMERS.  
 FOR SINGAPORE AND PENANG.  
 THE Steamship  
 "BERNALDER,"  
 Captain McIntyre, will be despatched as above on or about THURSDAY, the 24th inst.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 22nd January, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.  
 STEAMERS. DESTINATIONS. SAILING DATES.  
 \* SILEZIA (HAMBURG & HAMBURG) On 9th Feb. Freight and Passage.  
 Capt. Bahle (London with transshipment in Hamburg) Feb. 25th Passage.  
 FRIEDBURG (HAMBURG & HAMBURG) About 28th Feb. Freight.  
 SAXONIA (HAMBURG & HAMBURG) About 5th March. Freight.  
 Capt. Jager (London with transshipment in Hamburg) March. Freight.  
 BAMBERG (HAMBURG & HAMBURG) About 15th March. Freight.  
 Capt. Jacobs (London with transshipment in Hamburg) March. Freight.  
 SIBIRIA (HAMBURG & HAMBURG) About 25th March. Freight and Passage.  
 Capt. Braun (London with transshipment in Hamburg) March. Passage.

\* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.  
 For further particulars as to Freight, Passage, &c., apply to  
 CARLOWITZ & CO., AGENTS.  
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
 OSTASIATISCHER FRACHTDAMPFER DIENST.  
 Hongkong, 19th January, 1901.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON, &c. (PENINSULAR) Noon, 2nd Feb. See Special Advertisement.  
 SHANGHAI (PARRAMATTA) About 2nd Feb. Freight or Passage.  
 A. Symons  
 MARSEILLES AND JAVIA (G. W. Gordon, R.N.E.) About 7th Feb. Freight or Passage.  
 LONDON  
 PASSENGER SEASON, 1901.  
 S.S. PLASSY ... 7,240 tons March 30th  
 S.S. SOBRAON ... 7,382 tons April 27th  
 For Further Particulars, apply to  
 A. M. MARSHALL, Acting Superintendent  
 Hongkong, 19th January, 1901.

NORTHERN PACIFIC STEAMSHIP CO.  
 PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
 FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.  
 OLYMPIA ... 2,837 J. Trubridge February 1  
 TACOMA ... 2,811 A. Dixon March 1  
 VICTORIA ... 3,502 J. Pantou March 8  
 DUKE OF FIFE ... 3,821 J. S. Cox March 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.  
 HONGKONG TO LONDON, £52.  
 Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, £48.  
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA TO NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.  
 HONGKONG TO VICTORIA AND TACOMA, £35.  
 The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to DYRA and ST. MICHAEL.  
 Rates of Passage to other Points on application.  
 A Special rate allowed to members of Government Service.  
 For further information as to Passage or Freight, apply to  
 DODWELL & CO. LIMITED, General Agents.  
 Hongkong, 19th January, 1901.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
 HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 6th February.  
 \* SACHSEN (Hamburg-Amerika Linie) WEDNESDAY 20th February.  
 \* KLAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 6th March.  
 BAYERN (Hamburg-Amerika Linie) WEDNESDAY 30th March.  
 STUTTGART (Hamburg-Amerika Linie) WEDNESDAY 3rd April.  
 \* KONIG ALBERT (Hamburg-Amerika Linie) WEDNESDAY 17th April.  
 PRINZ HEINRICH (Hamburg-Amerika Linie) WEDNESDAY 1st May.  
 PRINZESS IRENE (Hamburg-Amerika Linie) WEDNESDAY 15th May.  
 PREUSSEN (Hamburg-Amerika Linie) WEDNESDAY 29th May.  
 HAMBURG (Hamburg-Amerika Linie) THURSDAY 13th June.  
 SACHSEN (Hamburg-Amerika Linie) THURSDAY 27th June.  
 KLAUTSCHOU (Hamburg-Amerika Linie) THURSDAY 11th July.  
 \* Calling at Amsterdam.

ON WEDNESDAY, the 6th day of February, 1901, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain A. Knech, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till NOON on MONDAY, the 4th February, Cargo and Space will be received on Board until 5 P.M. on TUESDAY, the 6th February, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 6th February.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic Measurement.  
 The Steamer has splendid accommodation and carries a Doctor and Stewardesses.  
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
 For further Particulars, apply to  
 MELCHERS & CO., AGENTS.  
 Hongkong, 24th January, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
 (SUBJECT TO ALTERATION).  
 EMPRESS OF INDIA... Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 13th Feb., 1901.  
 EMPRESS OF JAPAN... Comdr. H. Pybus, R.N.E. WEDNESDAY, 13th Mar., 1901.  
 EMPRESS OF CHINA... Comdr. R. Archibald, R.N.E. WEDNESDAY, 3rd April, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and normally make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
 Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
 D. E. BROWN, General Agent, Pedder's Street.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
 STEAMERS. DESTINATIONS. SAILING DATES.  
 WAKASA MARU (MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID) FRIDAY, 25th Jan., at DAYLIGHT.  
 YAWATA MARU (SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE) FRIDAY, 25th Jan., at 4 P.M.  
 HIBOSHIMA MARU (MOJI, KOBE and YOKOHAMA) WEDNESDAY, 30th Jan., at Noon.  
 BINGO MARU (KOBE and YOKOHAMA) FRIDAY, 1st Feb., at DAYLIGHT.  
 F. Davies

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
 A. S. MIHARA, Manager.  
 Hongkong, 5th January, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 THE Steamship  
 "GUTHRIE,"  
 Captain McArthur, will be despatched for the above ports on THURSDAY, the 31st inst. at 4 P.M.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 7th January, 1901.

THE EAST ASIATIC COMPANY, LIMITED.  
 FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS. (Eventually calling at Saigon.)  
 THE Company's Steamship  
 "SIAM,"  
 will be despatched as above about the beginning of February, 1901.  
 For Freight, apply to  
 MELCHERS & CO., Agents.  
 Hongkong, 31st December, 1900.

NATAL LINE OF STEAMERS.  
 THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service, hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PONT'S every fortnight.  
 For Freight and further particulars, apply to  
 DODWELL & CO. LIMITED, General Agents for China and Japan.  
 Hongkong, 4th August, 1897.



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"PROMETHEUS"	Day	On 5th Feb.
LONDON	"ALCINOUS"	Pulford	On 19th Feb.
LIVERPOOL	"GLAUCUS"		On 16th Feb.

(Taking Cargo at London Rates.)  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.  
Hongkong, 19th January, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	SUNGKIANG	On 25th Jan., at 4 P.M.
NAGASAKI, KOBE AND YOKOHAMA	FOOCHOW	On 25th Jan., at 4 P.M.
SHANGHAI	HANGCHOW	On 25th Jan., at 4 P.M.
SHANGHAI	WUHU	On 28th Jan., at 4 P.M.
MANILA	CHANGSHA	On 15th Feb., at 4 P.M.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 23rd January, 1901.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"CATHERINE APCAR,"  
Captain J. G. Olcott, will be despatched for the above ports on SATURDAY, the 26th instant, at Noon.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, 23rd January, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship  
"AKASHI MARU,"  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 30th inst.  
For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA,  
Agents.  
Hongkong, 17th January, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.  
PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c. On 2nd Feb.  
S.S. "KYARVEN" On 5th Feb.  
S.S. "BELGIAN KING" On 6th Feb.

THE Steamship "KYARVEN" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJOI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd February.  
Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.  
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, China and Japan.  
Hongkong, 24th January, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PREBIA, GULF CONTINENTAL  
AND AMERICAN PORTS.

## THE Company's Steamship

"PENINSULAR,"  
Captain T. Leigh, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 2nd February, at Noon, taking passengers and cargo for the above ports. Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay WITHOUT transhipment.  
Parcels will be received at this Office until 5 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 21st January, 1901.

## VESSELS ON THE BERTH

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
"COPTIC" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.  
"GABRIEL" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Feb. 23, 1901, at Noon.  
"DORIC" (via Shanghai, Inland Sea, Yokohama and Honolulu) TUESDAY, Mar. 19, 1901, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 29th January, 1901, at Noon.  
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.  
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 8th January, 1901.

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
"AMERICA MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Feb. 7, 1901, at Noon.  
"HONGKONG MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Mar. 2, 1901, at Noon.  
"NIPPON MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Mar. 28, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 14th February, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 14th January, 1901.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX.

ON MONDAY, the 23rd January, 1901, at 1 P.M. the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via COLOMBO with the s.s. Polygone, which vessel takes on her Passengers and Mails, leaving that Port on the 9th February direct to Suez, Port Said and Marseilles.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. the day previous to sailing. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 19th January, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship  
"ANPING MARU,"  
Captain S. Asami, will be despatched for the above ports on WEDNESDAY, the 6th February, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA,  
Agents.  
Hongkong, 23rd January, 1901.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)  
FOR NEW YORK VIA SUEZ CANAL.  
THE full-powered Steamship  
"ALBENGA,"  
Captain Petersen, will be despatched for the above port on or about 8th March.  
For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 22nd January, 1901.

## HONGKONG STEAMERS.

Adato, British str., 2,145, McIntyre, Jan. 16.  
Arnold, Karberg & Co.  
Ariel, Norwegian str., 994, Rafer, Jan. 23.  
Bendall, British str., 1,938, McIntosh, Jan. 17.  
Bibb, Livingston & Co.  
Cassius, German str., 1,435, Gerlach, Jan. 23.  
Catherine, German str., 1,730, Olcott, Jan. 19.  
Chow, German str., 1,155, Williamson, Jan. 12.  
Chow, German str., 1,115, Morris, Jan. 18.  
Chunsum, British str., 1,418, Muir, Jan. 18.  
Jardine, Matheson & Co.  
City of Bombay, British str., 2,046, Morr, Dec. 28.  
Doddwell & Co., Limited.  
Coptic, British steamer, 2,744, Binder, Jan. 19.  
O. & O. S. S. Co.  
Daphne, German str., 1,290, Nissen, Jan. 16.  
East Asiatic Trading Co.  
Dunay, Austrian str., 1,004, Celazaj, Jan. 21.  
Sander, Wiener & Co.  
Elmer, German str., 2,740, Schwanitz, Jan. 18.  
Jensen & Co.  
Empress of India, British str., 3,003, Marshall, Jan. 22.  
P. R. Co.  
Flinshire, British str., 2,100, Dwyer, Jan. 4.  
B. M. Kaisha.  
Fochow, British str., 1,253, Snale, Jan. 13.  
Glenfalloch, British str., 1,434, Bainbridge, Jan. 22.  
Gymre, British str., 2,598, Thomson, Jan. 20.  
Hansa, German steamer, 1,200, Schall, Jan. 5.  
Helle, German str., 832, Eitrem, Jan. 19.  
East Asiatic Trading Co., Limited.  
Idzumi Maru, Jap. str., 2,301, Currow, Jan. 19.  
Nippon Yusen Kaisha.  
Independent, German str., 871, Holtz, Jan. 13.  
Sander, Wiener & Co.  
Kvarven, Norw. str., 1,574, Komitz, Jan. 13.  
Butterfield & Swire.  
Kwangle, British str., 1,467, Lincoln, Jan. 23.  
Chunsum.  
Kyoto Maru, Jap. str., 1,320, Sakurai, Jan. 17.  
Ley, German str., 1,237, Lorenzen, Jan. 4.  
Maria Valeria, Austrian str., 2,648, Berberovich, Jan. 23.  
Sander, Wiener & Co.  
Michael Jensen, Ger. str., 710, Jensen, Dec. 28.  
Jensen & Co.  
Mogul, British steamer, 3,554, Bailey, Jan. 5.  
Doddwell & Co., Limited.  
Monkesson, British str., 1,778, Davies, Dec. 31.  
Order.  
Moravia, Austrian str., 2,208, Calabrese, Jan. 22.  
Sander, Wiener & Co.  
Nanyang, German str., 953, Lehmann, Jan. 23.  
Steuensen & Co.  
Olympia, British str., 1,730, Truebridge, Jan. 22.  
Doddwell & Co., Limited.  
Pakhan, British str., 1,235, Jenkins, Jan. 23.  
Bradley & Co.  
Penarth, British steamer, 1,959, West, Jan. 7.  
British Government.  
Phra C. K. Lao, British str., 1,012, McLellan, Jan. 17.  
Butterfield & Swire.  
Piccola, German str., 875, Haas, Dec. 18.  
Meyer & Co.  
Sabine, German str., 890, Nasbitt, Jan. 15.  
Arnold, Karberg & Co.  
Sachsen, Ger. str., 1,118, Oepelman, Jan. 23.  
Malchers & Co.  
Samos, British steamer, 4,506, Hudson, Dec. 28.  
Doddwell & Co., Limited.  
Shanai, British str., 1,500, Carraghan, Jan. 12.  
Butterfield & Swire.  
Shantung, British steamer, 916, Quail, Jan. 23.  
Butterfield & Swire.  
Sihuan, British steamer, 845, Holton, Jan. 23.  
Bradley & Co.  
Strathford, British str., 2,599, Forestry, Jan. 2.  
M. B. Kaisha.  
Sungkiang, British str., 1,021, Moore, Jan. 19.  
Butterfield & Swire.  
Taifu, German str., 1,065, Schipper, Dec. 30.  
East Asiatic Trading Co.

Peterson Maru, Jap. str., 1,246, Sakamoto, Jan. 18.  
Mitsui Bussan Kaisha.  
Thales, British steamer, 820, Robson, Jan. 22.  
Douglas, Lapraik & Co.  
Tiger, Norwegian str., 2,118, Wold, Jan. 12.  
Mitsui Bussan Kaisha.  
Trigonis, British str., 1,089, Powell, Jan. 20.  
Arnold, Karberg & Co.  
Vienna, British str., 1,653, McDougall, Dec. 31.  
Hughes & Hough.  
Wakasa Maru, Jap. str., 3,881, Macmillan, Jan. 23.  
Nippon Yusen Kaisha.  
Wingsang, British str., 1,517, Sellar, Jan. 12.  
Jardine, Matheson & Co.  
Yavata Maru, Jap. str., 2,366, Moses, Jan. 22.  
Nippon Yusen Kaisha.  
Yorihime Maru, Jap. str., 1,974, Minamikawa, Jan. 22.  
Order.

SAILING VESSELS.  
Adolph, Amr. ship, 1,262, Amshury, Dec. 19.  
Standard Oil Co.  
Dundee, British ship, 1,938, Hemming, Oct. 14.  
Standard Oil Co.  
Lothair, Italian barque, 372, Bozzo, Jan. 19.  
Order.  
Narcus, German ship, 1,714, Banks, Dec. 30.  
Master.  
Swanhilde, British ship, 1,930, Fraser, Nov. 28.  
Standard Oil Co.  
Vimeira, British 4-m. bark, 2,233, McMillan, Jan. 22.  
Order.  
West York, British bark, 705, Forster, Jan. 12.  
Chinese.

## HER BRITANNIC MAJESTY'S SHIP - IN THE CHINA SQUADRON.

Almerity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Nanking.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, Singapore.  
Aethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Weihaiwei.  
Argonaut, battleship, 11,000 tons, 16 guns, 13,000 h.p., Capt. G. H. Cherry, R.N., at Amoy.  
Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. Alfred W. Paget, at Hongkong.  
Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, at Weihaiwei.  
Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, Hongkong.  
Benavente, cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. J. C. Savile, at Nanking.  
Brisk, cruiser, 6 guns, 5,800 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Hongkong.  
Britannic, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Philip Walter, at Fochow.  
Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Wessing.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Widdington-Ingram, Hankow.  
Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tiller, Hongkong.  
Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Hongkong.  
Esk, gunboat, 363 tons, 3 guns, 400 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai.  
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, at Hongkong.  
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve, at Hongkong.  
Golfiah, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nagasaki.  
Haudy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden, at Hongkong.  
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. J. G. Armstrong, at Shanghai.  
Hermione, cruiser, 4,330 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, at Nanking.  
Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Hongkong.  
Isis, cruiser, 2nd class, 3,650 tons, 11 guns, 9,500 h.p., Capt. G. M. Henderson, at Weihaiwei.  
Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, at Hongkong.  
Linnat, gun-vessel, 736 tons, 6 guns, 870 h.p., Comdr. Wm. W. Smythe, at Wuhu.  
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Canton.  
Marengo, cruiser, 2,450 tons, 6 guns, Capt. John G. M. Field, at Bombay.  
Melark, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Capt. F. W. Freeman, at Hongkong.  
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Hongkong.  
Otter, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.  
Peacock, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. P. B. Coode, Hongkong.  
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. R. G. Fraser, at Weihaiwei.  
Piercy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. P. E. Green, at Singapore.  
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Chinkiang.  
Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Weihaiwei.  
Protector, gunboat, 1,000 tons, Captain W. R. Creswell, C.M.G., at Hongkong.  
Redpoll, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Kitching.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Geoffrey G. Webster, West River.  
Rosario, sloop, 930 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Chinkiang.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, at Hongkong.  
Swift, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Oldham, at Shanghai.  
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong.  
Tamar, receiving ship, 4,600 tons, 6 guns, Comdr. Francis Powell, C.B., at Hongkong.  
Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Hongkong.  
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in reserve, at Hongkong.  
Undaunted, armoured cruiser, 5,600 tons, 12 guns, 6,500 h.p., Capt. A. C. Clarke, Hongkong.  
Wallace, sloop, 2,460 tons, 8 guns, Capt. Noel, at Chinkiang.  
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. Hay, at Hongkong.  
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, Shanghai.  
Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. and Comdr. H. W. H. Watson, at Wessing.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, at Hankow.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral, Portuguese cruiser, Capt. Antonio J. d'Oliveira, at Macao.  
Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovlev, at Taku.  
Admiral Nakhimoff, Russian cruiser, 9,000 h.p., Capt. Vavilovsky, at Tientsin.  
Albatross, American cruiser, 3,500 tons, Cape, J. E. Craig, at Hongkong.  
Albatross, Russian gunboat, 8 guns, 1,200 h.p., Capt. Eliskiy, at Vladivostok.  
Albatross, French cruiser, 300, Lieut. Aoum, at Nagasaki.  
Asperu, Austrian cruiser, Capt. Wm. Weber, at Shanghai.

Aspic, French gunboat, 6 guns, 453 h.p., Capt. Journet, at Suifu.  
Bennington, American gunboat, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.  
Dohrn, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Taku.  
Braunburg, German battleship, 10,160 tons, 40 guns, Capt. Rosenblatt, at H. S. Kien.  
Brooklyn, American (flagship) armoured cruiser, Captain C. M. Thomas, at Taku.  
Buffalo, American cruiser, Capt. C. T. Hutchins, at Taku.  
Eussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Swatow.  
Callao, American gunboat, 1 gun, 55 h.p., Lieut. G. B. Bradshaw, at Manila.  
Castine, American gunboat, 8 guns, 1,190 h.p., Comdr. C. G. Bowman, at Amoy.  
Chassoloup, Launet, French cruiser, 3,800 tons, Capt. De Eynard St. Luc, at Fochow.  
Comote, French gunboat, Capt. Louel, at Canton.  
Concord, American gunboat, 6 guns, 3,405 h.p., Comdr. H. G. O. Colby, at Manila.  
Decidue, French gunboat, Capt. Leanny, at Amoy.  
D'Entrecasteaux, French flag-ship, 14 guns, 13,500 h.p., Capt. de Marolles, at Nagasaki.  
Descartes, French cruiser, Captain de Saune, at Hongkong.  
Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,900 h.p., Comdr. Sharon, at Taku.  
Don Juan de Austria, American gunboat, Com. T. G. McLenn, at Manila.  
Eclair, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku.  
Ella, Italian cruiser, 18 guns, Capt. Cecconi, at Taku.  
Fieramosca, Italian cruiser, Capt. Carlo Negri, at Shanghai.  
Frisant, French cruiser, 3,730 tons, Capt. Adam, at Shanghai.  
Furst Bismarck, German flagship, Vice-Admiral Bodenmann, 11,000 tons, 36 guns, Capt. Graf Molke, at Taku.  
Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Borbeniiff, at Taku.  
Geison, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Bollmann, at Swatow.  
Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.  
General Alava, American gunboat, Lieut. Comdr. C. E. Fox, at Manila.  
Gremiatichy, Russian armoured cruiser, 12 guns, 2,900 h.p., Capt. Miklashevsky, at Taku.  
Guichen, French cruiser, 3,500 tons, Captain Percom, at Nagasaki.  
Hansa, German cruiser, Rear-Admiral Kirchhoff, 6,000 tons, 30 guns, Capt. Pohl, at Hongkong.  
Hela, German despatch-vessel, 2,000 tons, 21 guns, Comdr. Rumpold, at Wessing.  
Helena, American gunboat, 8 guns, 1,968 h.p., Comdr. E. K. Moore, at Taku.  
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.  
Holland, Dutch cruiser, Capt. S. K. Sybrand, at Swatow.  
Ilia, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Stenmar, at Hankow.  
Irene, German cruiser, 4,200 tons, 8 guns, 2,330 h.p., Capt. Stein, at Tientsin.  
Isla de Luzon, American gunboat, Comdr. J. V. B. Bleeker, at Hongkong.  
Jaeger, German gunboat, 900 tons, 10 guns, Comdr. Kindler, at Taku.  
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Anber, at Taku.  
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gullich, at Amoy.  
Kaiserin Elizabeth, Austrian cruiser, Capt. Manley v. Bilsen, at Shanghai.  
Kersant, French gun-vessel, 13 guns, 2,200 h.p., Captain de la Motte du Portail, at Saigon.  
Konigin Wilhelmina der Nederlanden, Dutch cruiser, Captain J. P. von Rossum, at Swatow.  
Korvetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Taku.  
Kurfurst Friedrich-Wilhelm, German flagship, Rear-Admiral Geissler, 10,100 tons, 40 guns, Capt. von Holzdorff, at Wessing.  
Lion, French gunboat, 4 guns, 600 h.p., Capt. Frost, at Taku.  
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daubhardt, at Hongkong.  
Mandjor, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kachaloff, at Chemsulpo.  
Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila.  
Marietta, American gunboat, Comdr. E. H. Gheen, at Manila.  
Maria Theresa, Austrian cruiser, Capt. V. Bless Ritter v. Sambuchi, at Shanghai.  
Monadnock, American double-turret monitor, 6 guns, 3,000 h.p., Capt. O. W. Farenholt, at Hongkong.  
Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. F. M. Wise, at Taku.  
Monterey, American monitor, Capt. G. W. Pigman, at Canton.  
Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Yenish, at Taku.  
Newark, American (flagship) cruiser, Capt. McCalla, at Nagasaki.  
New Orleans, American cruiser, Lieut. Comdr. J. T. Smith, at Manila.  
Oregon, American battleship, 16 guns, 11,111 h.p., Capt. G. F. F. Willie, at Wessing.  
Ostrovnik, Russian cruiser, 12 guns, 2,500 h.p., Comdr. Copiano, at Taku.  
Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Taku.  
Petrel, American gunboat, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.  
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grovats, at Taku.  
Pist-Hain, Dutch cruiser, Capt. J. Jansen, at Taku.  
Primoston, American gunboat, 6 guns, 800 h.p., Comdr. Harry Knox, at Shanghai.  
Rashnik, Russian cruiser, Capt. Komaroff, at Sinapore.  
Rusia, Russian cruiser, Capt. Demaroff, 22 guns, 14,500 h.p., at Taku.  
Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Taku.  
Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boorn, at Hankow.  
Seedler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.  
Silahat, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barnard, at Port Arthur.  
Sissak, Russian battleship, 14 guns, 8,500 h.p., Capt. Molins, at Taku.  
Sirouch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Sonlatin, at Taku.  
Stromboli, Italian cruiser, Capt. R. Marrelli, at Taku.  
Surprise, French gunboat, 2 guns, 900 h.p., Capt. Moriel, at Hankow.  
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Shanghai.  
Vauban, French cruiser, 11 guns, 4,550 h.p., Capt. Boutin, at K. K. Kien.  
Vettor Pisani, Italian cruiser, De Felippi v. C. Onofio, at Nagasaki.  
Vipers, French gunboat, Lieut. Glon del Villeneuve, at Hongkong.  
Vladimir Monomach, Russian cruiser, 16 guns, Capt. Prince Ouchomsky, at Taku.  
Vladimir, Russian torpedo-boat, 18 guns, 1,500 h.p., Capt. Rogulski, at Taku.  
Weissenburg, German battleship, 10,160 tons, 40 guns, Capt. Hofmeier, at Amoy.



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